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TO ALL BEECHCRAFT WHOLESALERS, AVIATION CENTERS, AERO CENTERS, ALL INTERNATIONAL DISTRIBUTORS AND DEALERS, ALL OWNERS OF RECORD OF BEECHCRAFT MODELS 19, 23, 24, 36 (S/N'S E-2104, E-2111 AND AFTER), S/N'S EA-320, EA-389 AND AFTER) AND 58 (S/N'S TH-1 AND AFTER, S/N'S TJ-436, TJ-444 THRU TJ-497)

SUBJECT: Model 58 (S/N TH-1 Thru TH-1658) Chaffing of engine fuel hose duct

The engine fuel line from the fuel control unit to flow transducer is routed through the fuel pump cooling air duct.

There have been reports of the fuel pump cooling air duct chaffing on the engine mount truss assembly.

To prevent or correct this condition attach an MS21919DG16 clamp to the engine mount tube that angles downward and an MS21919DG26 clamp to the duct. Push the duct down to clear the horizontal engine mount tube and fasten the two clamps together with an MS35207-264 screw, AN960-10L washer and MS21042L3 nut.

After clamps are tightened verify the cooling air duct is held clear of all engine mount tubes.

SUBJECT: Flight Control Interference - Bonanzas and Barons With Dual Control Column Installations

Beech Aircraft received a report of a long screw/bolt restricting elevator travel. The subject screw/bolt was installed when avionics equipment was added behind the instrument panel.

Due to limitations of available installation space some of the avionics and electrical equipment aboard Bonanzas and Barons is located on shelves behind the instrument panel.

Maintenance personnel must be extra cautious when working in this area. This is especially true in the case of dual control column installations of 1984 and later aircraft. Whenever equipment is removed and reinstalled, or additional equipment is added; it is imperative no interference exists with the flight controls.

After maintenance or modification move the flight controls from stop to stop several times. Visually inspect behind the instrument panel for adequate clearance between the flight controls and equipment at all points of travel.

SUBJECT: **Service Communique Correction**

In Service Communique #89 an article appeared on Models 19, 23 and 24 main wing spar cap scoring. The part number given for the reinforcement angle in Figure 1 is incorrect. The correct part number should read 169-420049-41.